

Montana and the Sky



Vol. 41, No. 2

MONTANA AERONAUTICS DIVISION

February 1990

ALOHA AIRLINES CAPTAIN TO BE FEATURED AT BANQUET

Aloha Airlines Capt. Mimi Tompkins of Honolulu, Hawaii, will be featured speaker at the Saturday banquet during the Montana Aviation Conference. The banquet is scheduled to begin at 7:00 p.m. on Saturday, March 3, 1990, at the Colonial Inn in Helena.



Her long history of aviation experience served Capt. Tompkins well in April 28, 1988, when she was flying the Aloha Airlines Boeing 737 which lost part of its fuselage during a flight from Hilo to Honolulu. The flight was diverted into Maui, and the crew managed to land the aircraft with the loss of only one life and few injuries to the remainder of the passengers.

Capt. Tompkins took her first flying lesson in 1966 and received her private rating in 1969, following this with commercial and flight instructor ratings in 1971 and instrument and CFII ratings in 1973. Between 1971 and 1975 she worked as flight and ground instructor in Ponce, Puerto Rico, Flagstaff, Arizona, Paouli, Pennsylvania, and Port

Arthur/Beaumont, Texas.

For the next four years, Capt. Tompkins served as chief flight instructor at Pierce Flight School, Honolulu, Hawaii. Here she managed 15 full-time instructors and over 10 aircraft. The school graduated an average of 80 to 90 students annually. In 1979, she flew a Beech 18 for Horizon Air Cargo in Honolulu and then became first officer of a Boeing 737 for Aloha Airlines. She was furloughed from Aloha in November 1980 and was recalled to fly for them again in April 1984.

In the years between 1980 and 1984, Capt. Tompkins served as chief pilot, flight instructor, and/or director of operations for various aviation companies including Abilene

Air Center, Abilene, Texas; Oahu Air Center, Honolulu; Air Molokai, Honolulu; Pearl Pacific Charters, Honolulu.

She was owner and chief instructor of the Hawaii Country Club of the Air, Inc., Hawaii's largest FBO. Here she managed 10 to 15 aircraft, instructors, and ground schools.

Recalled from furlough by Aloha Airlines in 1984, Capt. Tompkins has flown the Boeing 737-200 and the Boeing 737-300. In addition to her duties for Aloha, she is also owner of Aviation Tests and Checks, Honolulu.

Capt. Tompkins has over 10,000 hours of flying time, 3,500 of them in jets.

Tickets for the Saturday banquet must be purchased no later than Friday, March 2.

CONFERENCE PLANS FINALIZED

Anyone who has not registered for the 1990 Montana Aviation Conference is urged to fill out the registration form on Page 7 and return as soon as possible. The Conference promises to be another great Montana aviation event filled with informative, educational sessions.

In addition to being a good time for continuing education, the Conference provides a forum for those from all facets of the aviation industry - from those who make their living through aviation to the Sunday pilots - to meet on an informal basis to discuss issues of mutual interest.

The Conference will feature an impressive list of speakers, both for meal functions and for concurrent sessions.

The Aeronautics Division's annual Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference as will the Aerial Applicators seminar session for renewal points.

Other sessions will include an FAA

Availability Session, a Flying Friend Seminar for non pilots, an Airport Safety Inspection Seminar, a program for students, and a continuing education course for Montana teachers which will be offered for credit through the University of Montana. A spouses program is also being planned.

A tentative schedule is provided elsewhere in this publication along with the registration form. Note that those who preregister will be eligible for a special drawing for two free airline tickets.

Business and/or board meetings will be held for all of the Montana aviation organizations as will meetings of the Montana Aeronautics Board and the AOM Board. The Aeronautics Board and the AOM Board will hold a joint open forum on Thursday afternoon.

Exhibitors from all over the U.S. have reserved booth space, and thousands of dollars worth of door prizes will be given away.

The registration fee for preregistrants is

(continued on page 3)

Administrator's Column

Veterans Flight Training Renewed: Congress has recently passed the Veterans Benefits Bill in the form of a four-year test program. Veteran benefits will apply to participants who desire an aviation career, already possess a private pilot's license and second class medical, and are enrolled in an FAA approved instrument and commercial pilots program. Eligible participants would be reimbursed at a 60% rate for dual flight time only and have a \$10,800 per person limit. The program will be evaluated at the end of four years (1994) to determine whether or not it should be continued. This legislation, introduced by Senator Daschle (SD), gained strong support from the aviation industry. It is not clear at this time how the program will be administered. The Montana Aeronautics Division has been the approving agency for the Veterans Administration for the old VA Flight Training program. Regardless of how the program is administered, it will certainly be a positive economic impact on Montana FBOs' sagging flight training programs as well as addressing predicted pilot shortages facing our nation's aviation industry within the next few years.

Pilot Age Limit May Increase. In the November 1989 issue of *Montana and the Sky*, I wrote about the FAA's regulation forcing airline pilots to retire at the young age of 60. It is interesting for me to learn that Rep. Lightfoot (IA) has introduced a bill (H.R. 3498) to increase the age limit to 65. If you feel strongly about this legislation, you should let our Montana Congressional delegation know.

Drug Tests. FAA reports that of the 22,043 personnel randomly tested over the past two years, only 134 showed positive results. In other words, this is a 0.6 percent or six out of every 1,000 people. According to the report, about two thirds of the 134 people indicated marijuana as the drug being used and cocaine for the other one third who tested positive.

Wolf Point Airport Renamed. I would like to take this opportunity to congratulate the city of Wolf Point as well as Lyman Clayton whose name they have chosen in renaming their airport. The new name is L.M. Clayton Airport. The old name of Wolf Point International Airport indicated that they had U.S. Customs clearing service available, which was not the case and was, therefore, misleading and caused confusion for pilots flying into the U.S. from Canada. Wolf Point certainly could not have chosen a more deserving person to recognize and honor than Lyman Clayton. I have personally worked with Lyman for many years, particularly on essential air service issues, and I have come to know him as a leader who has recognized the need and economic benefits of air transportation and has dedicated his endless efforts toward fighting to preserve and improve schedule airline service at Wolf Point as well as other cities along the "highline," central, and eastern Montana. Lyman played a key role in the formulation of the Governor's Essential Air Service Task Force. This Task Force was established to recognize and add credibility to those individual representatives who were appointed by their respective EAS communities and then further appointed by the Governor to serve on his Governor's EAS Task Force. Several other states, in recognizing the credibility of such a task force, established similar officially recognized groups. Again, congratulations, Wolf Point, and congratulations, Lyman Clayton!

Farewell Tribute to Dick LaVanway - Schafer Meadows. It has saddened the Schafer Meadows aviation community to learn of Dick LaVanway's passing over the Great Divide. Dick was the always present, friendly, and helpful mainstay at Schafer Meadows. Over the many years, we came to know Dick as a knowledgeable historian of the Schafer Meadows area, including wildlife, and he always knew where the fish were biting. Dick was always willing to help with our annual work sessions by hitching up a team and hauling clay to fill runway holes and freshly cut poles for the fence. I can remember many times when he'd invite us in out of the rain to warm up and he'd serve a cup of coffee and freshly baked cake. Dick started with the U.S. Forest Service in 1962 as a "long string packer" (he had a special way with horses and mules), and due to a bad injury caused in a pack string accident, he transferred to Schafer in 1960. He was station guard there until his retirement in 1987. For those of you who knew Dick and his love of the wilderness and Schafer, you'll agree that he'll be sorely missed but not forgotten. On behalf of the Aeronautics Board, the Aeronautics Division, and the Schafer aviation community, I wish to express our condolences to Dick LaVanway's family.



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FAA, NASAO ESTABLISH PARTNERSHIP

At a special signing ceremony held in Washington, D.C., in December, the Federal Aviation Administration and the National Association of State Aviation Officials, pledged establishment of a "Partnership in Public Awareness and Aviation Education."

The partnership recognizes that aviation is an integral part in the development of America's economy and industrial base and that education and public awareness programs will foster improved relations between the public and the aviation industry and promote a greater understanding of the important role aviation plays.

It notes that a responsibility of the FAA and state governmental agencies is to inform the public of the role of aviation through a variety of public awareness programs. It is the policy of the FAA to conduct aviation education programs for schools and colleges through its national and regional offices. NASAO has recently adopted a policy to encourage each state to create and implement a statewide program of public awareness and aviation education for the benefit of its citizens.

The partnership was created for the express purpose of increasing the public awareness and enhancement of the role of aviation in America and for providing aviation education programs for all levels of America's educational system.



At the signing ceremony in Washington, D.C., in December, Michael D. Ferguson, president of NASAO, and FAA Administrator Admiral James Busey affix signatures to the NASAO/FAA Proclamation.

A NEW LEGISLATIVE PROPOSAL - AN OPEN LETTER FROM THE AVIATION ORGANIZATIONS OF MONTANA

To The Aviation Community:

Is aviation important to you? Is safety at airports important in your aviation activity? Would you help support the future of aviation in Montana?

A Legislative Committee appointed by the Montana Aeronautics Board compiled the responses to these and several other questions and has produced a legislative proposal package that can assure adequate funding for the Aeronautics Division and provide a vehicle to begin an adequate state airport improvement program for all airports throughout Montana. The board of the Aviation Organizations of Montana (AOM) met in January to discuss the proposal and amended it slightly.

The legislative proposal is an exciting new approach to funding for the Aeronautics Division and an airport improvement plan. An open forum with lively discussion is planned to provide comments and input to refine the proposal. That forum is scheduled for 4:00 p.m. on Thursday, March 1, 1990, at the Montana Aviation Conference at the Colonial Inn in Helena.

Your input at this meeting is critical in the formulation of a concrete proposal. The future of aviation in Montana is in our hands.

Steve Vold, Chairman
AOM

CONFERENCE PLANS FINALIZED

(continued from page 1)

\$25 for an individual; \$35 for a family. Those who wait to register at the Conference will pay \$30 for an individual; \$40 for a family. The registration fee allows entry into all events (with the exception of the meals), coffee breaks, two free drink tickets for the hospitality hour on Friday night, and the free luncheon on Friday.

Meal tickets must be purchased separately and **MUST BE RESERVED AT LEAST 24 HOURS IN ADVANCE**. Reservations must be made for the Friday luncheon even though it is free.

Rooms have been blocked at the Colonial Inn and can be reserved by calling 406-443-2100. Other motels within one block of the Colonial are the Coach House East (443-2300) and the Super 8 (443-2450).

CALENDAR

Feb. 16 - 18 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3 - Montana Aviation Conference, Helena.

March 1 - 3 - Aircraft Mechanics Refresher Seminar, Helena.

May 4 - 13 - Air/Space America Trade Exposition and Air Show, Brown Field Airport, San Diego, California.

May 19 - 20 - Benchmark Work Session. (If the weather is bad that weekend, May 26 - 27 will be alternate dates.)

June 16 - 17 - Southwest Montana Spring Fly-In. Sponsored by Butte Hangar, MPA. (June 23 - 24 will be bad weather dates.)

July 20 - 22 - Schafer Meadows Work Session.

July 27 - Aug. 2 - EAA Fly-In Convention, Oshkosh, Wisconsin.

Aug. 1 - 9 - Alberta Aviation Council's Air Tour '90 through Montana.

Aug. 3 - 5 - MAAA Fly-In, Three Forks.

Aug. 23 - 26 - Billings Air Show. Featuring the Snow Birds and the Confederate Air Force.

CORDELL RETIRES



Grayson Cordell, chief meteorologist for the National Weather Service in Helena, retired on December 29, 1989. His retirement ended a 33 year career with the National Weather Service. Cordell assisted the Aeronautics Division with numerous school tours through the Weather Service at the airport during his tenure in Helena.

THERE'S A CONCURRENT SESSION TO INTEREST EVERYONE

This year's Montana Aviation Conference will offer concurrent sessions that should appeal to anyone with an interest in aviation. Sessions cover topics that are informational, educational, and entertaining.

Concurrent sessions are 45 minutes in length and most are offered at least twice during the three days of the Conference. This allows participants to pick and choose among the topics being offered with a good chance to attend most of those in which they are interested.

Speakers for the concurrent sessions and seminars will come from all across Montana with several coming from out of state. They will share a wide range of expertise with Conference participants.

A **Flying Friends Seminar** will be conducted by Dr. Jerald Cockrell on Friday morning. This is a special seminar offered specifically for non-pilots. Dr. Cockrell will also speak at a special open session on Thursday evening.

A special **Airport Safety Seminar** will be conducted by representatives of the FAA, the state Aeronautics, and MAMA. This will deal with conducting self-inspections of local airports to determine safety factors which need immediate attention.

A **Drug Testing Seminar** will explain new drug testing rules as well as methods for implementing the procedures required.

Harry Fallis from Transport Canada in Edmonton will again attend with his popular program on **Crossing the Border** and flying in Canada. He will bring a new video, "The Risk of Ground Collisions."

Offering a session on **Spring Weather** will be Paul Eyssautier, forecaster with the National Weather Service in Great Falls. Other weather related sessions will include **Thunderstorm Avoidance** by Dan Early with 3M Stormscope and two different sessions on computer generated weather briefing systems - **DUATS**, presented by Jerry Dunn of the Flight Service Station in Great Falls, and **Pan Am Weather**, conducted by Mike Morgan of that company.

More technical aspects of flying will be covered by Jim Erkens, ATC manager from Billings, who will present **Terminal Airspace and Operations**; **Collision Avoidance**, by Troy Ball, AOPA Air Safety Foundation; **Aircraft Icing**, presented by Jim Cooney,

FAA Accident Prevention Specialist; and a session called **Care and Feeding of your GA Airplane** conducted by Willy Rimby, mechanic and long-time FBO from Lewistown. Troy Ball will also conduct a mini-seminar on **Fuel Management**.

Capt. Bill Amott, Amautical, Inc., will conduct two very different and interesting sessions. One of these, **Radio Determination Satellite Service**, will deal with airborne navigation. In the other session he will describe his experiences a navigator on the **Friendship One Flight**, the world speed record around the world flight of the Boeing 747.

Two different sessions dealing with medicine will include **Medical Aspects of Flying** by Dr. Tristan Stonger, Butte, and **Solving Problems with Airman Medicals** conducted by Troy Ball, AOPA.

Several other topics of general information will include: **National Legislative Issues**, by David Kennedy, AOPA Office of Legislative Affairs; **Mo Gas and Alcohol and other Positive Signs for the 90s**, Dave Sclair, publisher of Western Flyer; **Everything You Didn't Want to Know About Aviation Insurance**, conducted by Joseph Benero, Global Aviation Insurance Services; **Aircraft of the Special Presidential Air Mission Wing**, presented by Col. Raynor Roberts, USAF Retired; **The Voyager Program - Behind the Scenes**, by Fergus Fay, member of the crew who built the Voyager aircraft.

A special history session will be presented by Juanita Cooke as she discusses **WASP Activities - 1943 - 1945**. Skeeter Carlson, Spokane, Washington, will discuss his **Experiences with "Old Blue,"** the restoration and flying of his Jenny. Denny Lynch, who flew his slurry bombers for the making of the movie "Always," will talk about his experiences in a session called **Flying for the Movies**; and their recent trip to South America will be described by Brenda Spivey and Mike Ferguson in **Flying GA to South America**.

A tentative schedule is printed elsewhere in this publication. Please remember that it is tentative - times of some sessions may yet have to be shifted.

Fill out and send in the registration form today. While it is not necessary to preregister,

it does help speed the process, it's cheaper, and those who do are eligible for a special drawing for two free airline tickets.

See you in Helena in March!



Denny Lynch poses in front of one of his World War II aircraft used in filming the movie, "Always." Denny will relate his experiences at a concurrent session.

COCKRELL TO SPEAK AT CONFERENCE

Back by popular demand, Dr. Jerald Cockrell will again attend and participate in the 1990 Montana Aviation Conference.

Dr. Cockrell skillfully blends humor with strong safety and motivational messages to entertain as well as instruct. He will be featured at a special open session on Thursday evening, March 1, beginning at 7:30 p.m.

On Friday morning, March 2, Dr. Cockrell will conduct a "Flying Friends" seminar for non-pilots. This seminar is for those who are apprehensive about flying in small airplanes and/or those who simply would like to better understand the actual procedures and mechanics of flying a small airplane.

DUATS IS COMING!

By: Ray Austin, Supervisor
Aviation Safety and Compliance

The DUATS, or Direct User Access Terminal Service, will be available in the Montana area on February 14 if all proceeds as planned.

You've probably read about this service in various aviation periodicals. If not, it is a service offered to active pilots to access weather data at home or anywhere you have a compatible personal computer.

This has been in the works for about ten years, as I understand it, and is finally ready for use. The best part is that it's free! Initially, you will only be able to get the written reports and forecasts, such as SAs, FTs, FAs, etc., just as you would get through your local FSS. You will also be able to file or amend VFR and IFR flight plans. There will be three companies providing this service and the necessary software. All you need to do is provide one of these companies your pilot's license and medical status (if rated for powered aircraft) and they then provide the access codes you need.

There will be a demonstration of this service at the Aviation Conference in Helena in March and lots of information on what's available. The three companies also offer additional information on services beyond the basic service for a fee. We understand that in a year or so graphics, such as weather charts and radar displays, will also be available to all (for a charge).

FSS TO ADOPT NEW 800 NUMBER

Great Falls Flight Service has advised that beginning on March 8, their 800 number now in use will be discontinued. The new number will be 800-WXBRIEF (800-992-7433).

This new number will be accessible throughout the state of Montana. The phone company will route your call to one of the three Flight Service Stations closest to your calling location. These three will be Missoula, Billings, or Great Falls. From there, you may obtain briefings as usual.

TILLITT RECEIVES SERVICE AWARD



George Tillitt of Forsyth receives an Outstanding Service Award from Jim Cooney, FAA Accident Prevention Specialist, during an safety program on January 23. Tillitt was honored for his many years of excellent service to the aviation community as an Accident Prevention Counselor. His support of aviation and safety is appreciated by all who know him. The Aeronautics Division and the FAA sponsored safety seminars at Billings, Big Timber, and Forsyth in January.

MECHANIC RECEIVES TOOL SCHOLARSHIP



Helena Vo-Tech student Michael Ellinghouse of Missoula is the recipient of a \$250 tool scholarship from the Montana Aeronautics Division. Michael hopes to work for an airline in the sunny south now that he has received his A&P license. He was chosen as an outstanding student by the aviation maintenance faculty at the Vo-Tech. Here he is presented with a certificate by Fred Hasskamp (left), Montana Aeronautics Division, and Phil Vittetoe (right), Helena Vo-Tech instructor.

MACDONALD PASS BEACON VANDALIZED

By: Mike Rogan
Aviation Representative

On December 1, 1989, the Airport/Airways Bureau staff replaced the beacon dome, mirror, and course light lens on MacDonald Pass airway beacon.

This beacon, with its location so close to the highway, gets more vandalism than do other airway beacons. Someone used the beacon for a little target practice, and the end result was one day's work for four people and the cost of replacement parts.

When an airway beacon is out, whether it is vandalism or a bulb that burns out, the Airport/Airways personnel return the beacon back to service as soon as possible. They keeps the airway beacon system a functional and reliable navigational aid to Montana pilots.

If you notice an airway beacon out, please contact Mike Rogan at the Division office - 444-2506.



Redge Meierhenry of the Division staff secures replacement parts to be hoisted to other staff members standing at the top of MacDonald Pass beacon on a very cold, very windy morning.

TENTATIVE SCHEDULE - 1990 AVIATION CONFERENCE

(Please remember that this is a tentative schedule - some sessions may yet be shifted.)

Wednesday, February 28

Afternoon

- 12:00 Booth set-up begins
- 3:00 Registration begins

Evening

- 7:00 Aerial Applicators Dinner

Thursday, March 1

Morning

- 7:30 Registration begins
- 8:00 Aerial Applicators Seminar
- 10:00 Mechanics Seminar
- 10:00 Drug Testing Seminar
- 10:00 Aeronautics Board Meeting
- 10:30 MAMA Board Meeting
- 10:30 Concurrent Sessions

Luncheon

- 11:30 Kick-Off Luncheon
- Speaker: James Kolstad, Chairman, NTSB

Afternoon

- 1:30 Aerial Applicators Seminar
- 1:30 FAA Availability Session
- 2:45 Concurrent Sessions
- 3:15 MAMA Meeting with FAA
- 3:30 Aerial Applicators Business Meeting
- 3:30 Mechanics Seminar
- 4:00 Aeronautics Board/AOM Joint Open Forum
- 5:00 Aerial Applicators Meeting with Everett Snortland

Evening

- 7:30 Dr. Jerry Cockrell

Friday, March 2

Breakfast

- 7:00 Speaker: Dan Snyder, General Manager, KCAP Radio

Morning

- 8:00 Mechanics Seminar
- 8:00 Flying Friends Seminar for Non-Pilots
- 9:00 MAMA Business Meeting
- 9:30 Concurrent Sessions
- 10:30 Concurrent Sessions

Luncheon

- 11:30 Free to Registrants - in the Exhibit Area - Door Prizes

Afternoon

- 1:30 Concurrent Sessions
- 2:00 Spouses Program
- 2:30 Drug Testing Seminar
- 2:30 Fuel Management Seminar
- 2:30 Concurrent Sessions
- 3:30 MATA Business Meeting
- 3:30 Concurrent Sessions
- 5:30 Teacher Workshop for Credit

Evening

- 6:30 Hosted Hospitality Hour - Display Area

Saturday, March 3

Morning

- 7:30 Aerospace Teacher Workshop Directors Meeting
- 8:00 Mechanics Seminar
- 8:30 MFF Business Meeting
- 8:30 EAA Business Meeting
- 8:30 MAAA Business Meeting
- 9:00 Teacher Workshop for Credit
- 9:30 Concurrent Sessions
- 10:00 MPA Business Meeting
- 10:00 99s Business Meeting
- 10:00 Opportunities in Aviation for Students
- 10:30 Concurrent Sessions

Luncheon

- 11:30 Speaker: Bill Shea, Aviation Education Program Manager, FAA
- Special Awards Luncheon

Afternoon

- 1:00 Teacher Workshop for Credit
- 2:15 Concurrent Sessions
- 2:15 AOM Board Meeting
- 3:15 Concurrent Sessions

Evening

- 6:00 No-Host Hospitality Hour
- 7:00 Banquet
- Speaker: Capt. Mimi Tompkins, Aloha Airlines

Sunday, March 4

- 10:00 AOM Meeting to Receive Bids for 1992 Conference

AIRPORT ZONING - IT'S A REAL NEED

By: Redge Meierhenry
Aviation Representative

Recent questions to our office have focused attention on an ever present need for the enactment of zoning legislation by all Montana communities to protect their airports. Examples below illustrate problems which can occur at every Montana airport when they are built and/or maintained unprotected by zoning ordinances.

An airport manager called our office wanting guidance on state statutes that might restrict or prohibit the planned development of a housing project immediately adjacent to the airport. Since this particular airport has a crop dusting operation based on the airport, his opinion is that the early morning takeoffs might result in complaints regarding noise from the close in neighbors if the housing project is built as planned.

In another example, a mobile home park was built immediately off the approach end of a runway, which presents both hazards to air navigation and noise considerations. There are currently no state statutes that prohibit certain kinds of real estate development adjacent to an airport, only provisions that each public body or governmental authority owning, operating, or maintaining a public airport has the "duty

and authority" to enact such zoning ordinances.

The instances above could have been mitigated or compromised if their respective communities had adopted zoning ordinances to limit the height of objects in the vicinity of airports and to prevent their interference with the safe and efficient operation of the airport. Again, this is the "duty and authority" of governing bodies with airports to provide a certain measure of protection for their airport investments.

Moreover, Section 511 of the Airport and Airway Improvement Act of 1982 states, in part, the following:

"....Sec. 511(a) SPONSORSHIP. As a condition precedent to approval of an airport development project contained in a project grant application submitted under this title, the Secretary shall receive assurances in writing, satisfactory to the Secretary that...(4) the aerial approaches to the airport will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards; (5) appropriate action, including the adoption of zoning laws has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes

compatible with normal airport operations, including landing and takeoff aircraft;...."

As you can see, the adoption of a "reasonable" zoning ordinance by communities is a prerequisite for obtaining federal funding for future airport project, but the emphasis in this article is on protecting existing airport investments with the adoption of zoning ordinances.

To that end, the Federal Aviation Administration has published an Advisory Circular titled, "A Model Zoning Ordinance to Limit Height of Objects Around Airports." This model zoning ordinance is thorough yet brief and understandable. It can be used by communities with a small amount of effort to adapt to local conditions, as it is, basically, a fill-in-the-blank routine.

State statutes relating to airport zoning state that "A local government with an airport shall designate an airport influence area around the airport within three years from July 1, 1977. The designation shall be based on Federal Aviation Administration rules and guidelines." Naturally, the Federal Aviation Administration model zoning ordinance is based on these rules, with provisions to adapt to local conditions, and to those prior conditions which result in penetrations to aeronautical surfaces.

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1990 Montana Aviation Conference Registration

MONTANA AVIATION CONFERENCE - MARCH 1 - 3, 1990

MAIL TO:

Montana Aviation Conference
P. O. Box 5178
Helena, MT 59604

PLEASE TYPE OR PRINT

Name(s) of participant(s) (for name tags)

Address

Phone

YOUR ORGANIZATION AFFILIATION
(choose one for name tag)

| | | | |
|----------------|-------|------|-------|
| MPA | _____ | 99S | _____ |
| MATA | _____ | MAAA | _____ |
| MAMA | _____ | EAA | _____ |
| MFF | _____ | CAP | _____ |
| Other | _____ | | |
| Non Affiliated | _____ | | |

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets must be purchased no later than 24 hours in advance.

ENCLOSED

| | | | |
|--------------------|----------------|------|----------|
| Registration Fee - | _____ @ \$25 | \$35 | \$ _____ |
| Thursday Luncheon | _____ @ \$8 | | \$ _____ |
| Friday Breakfast | _____ @ \$5.50 | | \$ _____ |
| Friday Luncheon | _____ @ FREE | | \$ - 0 - |
| Saturday Luncheon | _____ @ \$8 | | \$ _____ |
| Saturday Banquet | _____ @ \$20 | | \$ _____ |

THOSE WHO PREREGISTER WILL BE ELIGIBLE FOR A SPECIAL DRAWING FOR TWO FREE AIRLINE TICKETS!!!

AOM BOARD APPOINTMENTS DUE

The terms of representatives to the board of the Aviation Organizations of Montana (AOM) of the following organizations will expire with the completion of the 1990 Montana Aviation Conference: MATA, 99s, MAAA, and CAP.

Each of the eight Montana aviation organizations appoints a representative to sit on the AOM board. Terms are for two years. In some organizations the president serves as the representative, in others the president appoints someone else.

The stated purpose of the AOM is to "...promote all facets of aviation in the state of Montana as well as acting as the steering committee for the annual state Aviation Conference. The various aviation organizations need to retain their own identities while joining

together for strength..."

AOM board meetings have been scheduled during the Conference. Anyone is welcome to attend.

AIRPORT ZONING

(continued from page 7)

We hope that this article has brought a new awareness to an old and widespread problem within our state. Please feel free to call our office to request a copy of the FAA's Model Zoning Ordinance. We believe that this will help the many pressing concerns voiced by airport managers and the communities that these airports serve.

BIDS TO BE TAKEN FOR '92

A meeting of the AOM Board scheduled for Sunday morning, March 4, will receive bids from aviation groups/communities who would like to host the 1992 Aviation Conference.

Location of the Conference alternates between east and west with the Continental Divide being the dividing line. The 1992 Conference will be held east of the Divide.

Those wishing to host the 1992 Conference should be prepared to present their bids at that Sunday morning meeting.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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Helena, Montana 59604

February 1990

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